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SECURITY INFORMATION

25X1A

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INFORMATION REPORT

CD NO.

COUNTRY	Germany (Russian Z	one)	DATE DISTR.	9 July 1952		
SUBJECT	Reichsbahn Tie-Ren 25X1A		NO. OF PAGES	1		
PLACE ACQUIRED		p.		NO. OF ENCLS.		
DATE OF INFO.			25X1X	SUPPLEMENT TO REPORT NO.		

1. 1-7, every second tie of certain real lines was to be removed.

The offices were instructed to inform their subordinate Bahrmeistereien of the order.\*

- 2. The ties which were to be removed were those from dead-end sidings (Stumpfgleisen , passing-sidings (Shutzgleisen) and Berlin S-Bahn waiting tracks (hufstellgleiser). Fies were to be removed immediately upon receipt of the order. They were to be sent to Schwellenwerk Zernsdorf. A progress report from the Bahnmeistereien was required taily; the RBA concerned were to forward daily reports to the Reichsbahn Direktion.
- 3. The operation was to be completed by 'May 1952. RBA Berlin 4 ordered that final peports be submitted to it by 1400 hours 7 May; the Reichsbahn Direktion was to be informed of the final result as 1500 hours that day. \*\*

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Comment: The removal of every second tie has been reported in the lest Berlin press.)

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25X1C Comment: failure to remove the ties must also be reported (Fehlanzeige erforder/ich). It may be suspected that something is irregular about the order; no railway engineer would sopport such a plan. Cail is extremely scarce in the DDR and track breaks a daily occurrence. Tie removal would only result in many more breaks.)

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